

February 12, 2015

From: The Shared Solution Coalition

To: Mayor Korry Green, Hooper

RE: Shared Solution Alternative Land Use Scenario

Background

For the last six months, UDOT, the Shared Solution Coalition and local communities have been collaboratively developing the Shared Solution alternative as part of the West Davis Corridor (WDC) study. This alternative is fundamentally different from all previously studied WDC alternatives because it proposes both transportation investments and a modified land use scenario in anticipation of future growth in West Davis and Weber counties.

The Shared Solution is an effort to realize the vision and principles of the Wasatch Choice for 2040 (WC2040). WC2040 is a publically vetted, proactive approach to growth on the Wasatch Front. While growth can be an opportunity, it also poses great challenges. Fortunately the WC2040 provides an actionable, nationally-recognized strategy to maintain our quality of life as we grow. The Wasatch Choice for 2040 prioritizes nine growth principles, including:

- Building and maintaining efficient infrastructure;
- Creating regional mobility through transportation choices;
- Developing healthy, safe communities;
- Providing housing choices for all ages and stages of life;
- Promoting a sense of community in our cities and towns.

To enact these principles, WC2040 encourages communities to:

- Focus growth in economic centers and along major transportation corridors;
- Create mixed-use centers;
- Target growth around transit stations;
- Encourage infill and redevelopment to revitalize declining parts of town; and
- Preserve working farms, recreational areas, and critical lands.

The Shared Solution alternative proposes implementing these principles and strategies in Davis and Weber Counties through a collaborative, integrated approach to transportation improvements and land use development.

The Shared Solution Alternative

The West Davis Corridor Study is rooted in concerns about automobile congestion and delay in West Davis/Weber Counties in 2040. Like all other Study alternatives, the Shared Solution was modelled for its ability to reduce this anticipated automobile congestion and delay. In December 2014, the Shared Solution passed this Level 1 Screening, including significantly reduced congestion on east-west roadways. Passing Level 1 screening advanced the Shared Solution to Level 2 screening, where it will be evaluated for its impacts to the built and natural environments.

The success of the Shared Solution's transportation system depends on a proactive growth strategy. Again, learning from WC2040, the Shared Solution centers growth along major transportation

corridors, and brings better jobs/housing balance to Davis County, provides housing choices served by transit, and keeps open and agricultural lands for future generations. This land use vision was developed in collaboration with West Davis/Weber cities in a UDOT led workshop on September 4, 2014. In addition, this land use scenario, and corresponding employment and household distribution, was reviewed by the Wasatch Front Regional Council and deemed reasonable.

The Shared Solution's land use scenario envisions a variety of development types focused on major intersections and roadways. A number of arterials are transformed into boulevards, improving the functional and aesthetic quality of the road while maintaining existing Right-of-Way; building compact, mixed-use activity centers with a mix of jobs and housing at boulevard nodes; making transit a convenient, affordable choice; and improving safety for people choosing to walk or bike for transportation or recreation. In many cases, the Shared Solution reflects the visions of local communities. Many boulevards and activity centers are already planned town centers or redevelopment areas. The Shared Solution simply offers a regionally connected vision for local cities, supporting land use visions with transportation investments and recommending place making strategies like form-based code and aesthetic improvements.

While generally consistent with local plans, the Shared Solution does include some modification to existing municipal general plans in West Davis and Weber Counties. The Shared Solution Coalition is therefore asking all cities to review the Shared Solution land use scenario. We are asking cities to answer the following questions:

1. If the roadway, transit, and active transportation elements of the Shared Solution alternative were to be implemented, does the city consider the 2040 land use scenario described in the attached documents to be reasonable (practical or feasible from a technical and economic standpoint)?
2. Would the city consider incorporating the land use scenario into its general plan or zoning map at the completion of UDOT's Environmental Impact Statement process if this alternative were ultimately selected? To be clear, this is not approval of the Shared Solution alternative as a whole, but only for its land use scenario. Nor are we requesting that the city modify its general plan at this time.

Thank you for your consideration.

Sincerely,



Roger Borgenicht
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West Davis Corridor (WDC) EIS
Shared Solution Alternative (SSA) Data Packet for Hooper

February 20, 2015

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Attachment 1

SSA Map – updated 1/15/2015

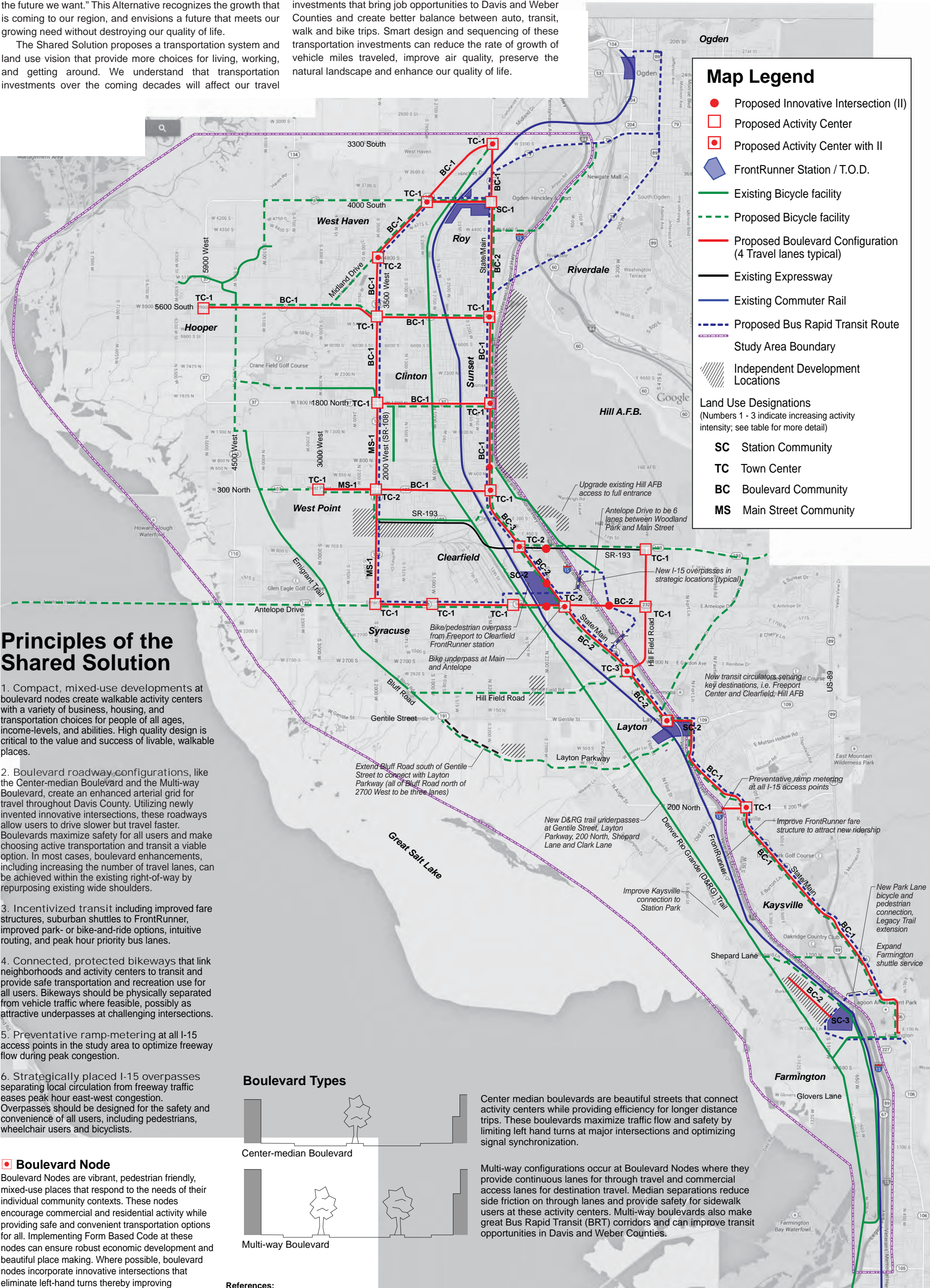
The Shared Solution Alternative

A Proposal for Livability and Mobility in West Davis and Weber Counties

The Shared Solution Alternative to the West Davis Freeway grows out of the Wasatch Choice for 2040, “a vision for building the future we want.” This Alternative recognizes the growth that is coming to our region, and envisions a future that meets our growing need without destroying our quality of life.

The Shared Solution proposes a transportation system and land use vision that provide more choices for living, working, and getting around. We understand that transportation investments over the coming decades will affect our travel

needs as well as how our cities and towns grow and change. This Alternative therefore proposes transportation investments that bring job opportunities to Davis and Weber Counties and create better balance between auto, transit, walk and bike trips. Smart design and sequencing of these transportation investments can reduce the rate of growth of vehicle miles traveled, improve air quality, preserve the natural landscape and enhance our quality of life.



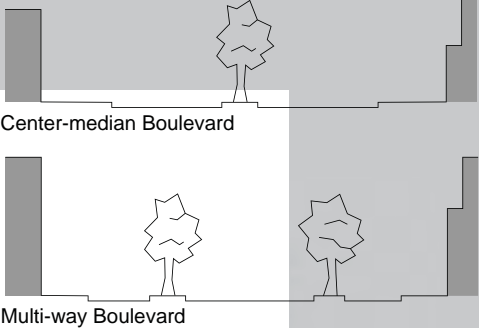
Principles of the Shared Solution

1. Compact, mixed-use developments at boulevard nodes create walkable activity centers with a variety of business, housing, and transportation choices for people of all ages, income-levels, and abilities. High quality design is critical to the value and success of livable, walkable places.
2. Boulevard roadway configurations, like the Center-median Boulevard and the Multi-way Boulevard, create an enhanced arterial grid for travel throughout Davis County. Utilizing newly invented innovative intersections, these roadways allow users to drive slower but travel faster. Boulevards maximize safety for all users and make choosing active transportation and transit a viable option. In most cases, boulevard enhancements, including increasing the number of travel lanes, can be achieved within the existing right-of-way by repurposing existing wide shoulders.
3. Incentivized transit including improved fare structures, suburban shuttles to FrontRunner, improved park- or bike-and-ride options, intuitive routing, and peak hour priority bus lanes.
4. Connected, protected bikeways that link neighborhoods and activity centers to transit and provide safe transportation and recreation use for all users. Bikeways should be physically separated from vehicle traffic where feasible, possibly as attractive underpasses at challenging intersections.
5. Preventative ramp-metering at all I-15 access points in the study area to optimize freeway flow during peak congestion.
6. Strategically placed I-15 overpasses separating local circulation from freeway traffic eases peak hour east-west congestion. Overpasses should be designed for the safety and convenience of all users, including pedestrians, wheelchair users and bicyclists.

■ Boulevard Node

Boulevard Nodes are vibrant, pedestrian friendly, mixed-use places that respond to the needs of their individual community contexts. These nodes encourage commercial and residential activity while providing safe and convenient transportation options for all. Implementing Form Based Code at these nodes can ensure robust economic development and beautiful place making. Where possible, boulevard nodes incorporate innovative intersections that eliminate left-hand turns thereby improving intersection efficiency. Where possible, Boulevard roadways at the Nodes will become Multi-way Boulevards with separated commercial access lanes.

Boulevard Types



Center median boulevards are beautiful streets that connect activity centers while providing efficiency for longer distance trips. These boulevards maximize traffic flow and safety by limiting left hand turns at major intersections and optimizing signal synchronization.

Multi-way configurations occur at Boulevard Nodes where they provide continuous lanes for through travel and commercial access lanes for destination travel. Median separations reduce side friction on through lanes and provide safety for sidewalk users at these activity centers. Multi-way boulevards also make great Bus Rapid Transit (BRT) corridors and can improve transit opportunities in Davis and Weber Counties.

References:
Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
Institute of Transportation Engineers Guide, 2010
Wasatch Choice for 2040

Prepared by Utahns for Better Transportation and the Shared Solution Coalition
Contact: (801) 355-7085 / utahnsforbettertransportation@gmail.com
*Map developed for transportation performance analysis and is subject to change

Attachment 2

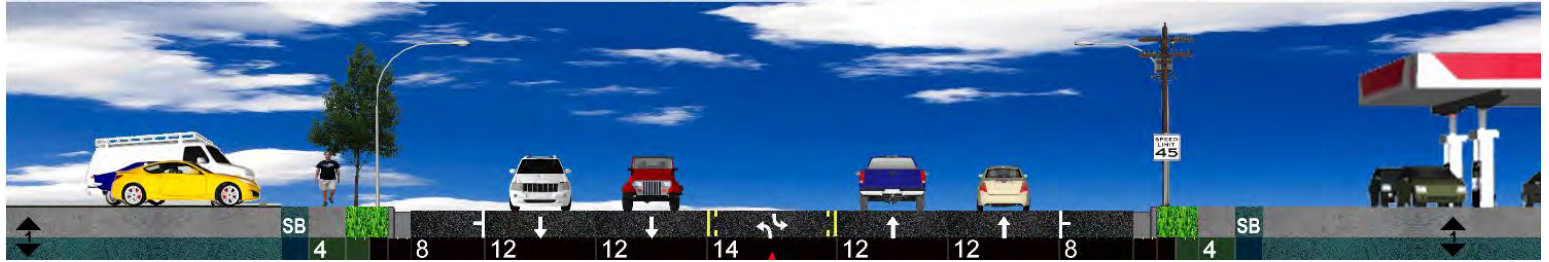
Sample SSA Boulevard Typical Sections

Sample Boulevard Roadway Sections

Typical Existing Arterial Conditions

Current Width: 100' (100' ROW)

Curb to Curb: 83'



Center median roadway design near existing residential uses

Current Width: 100' (100' ROW)

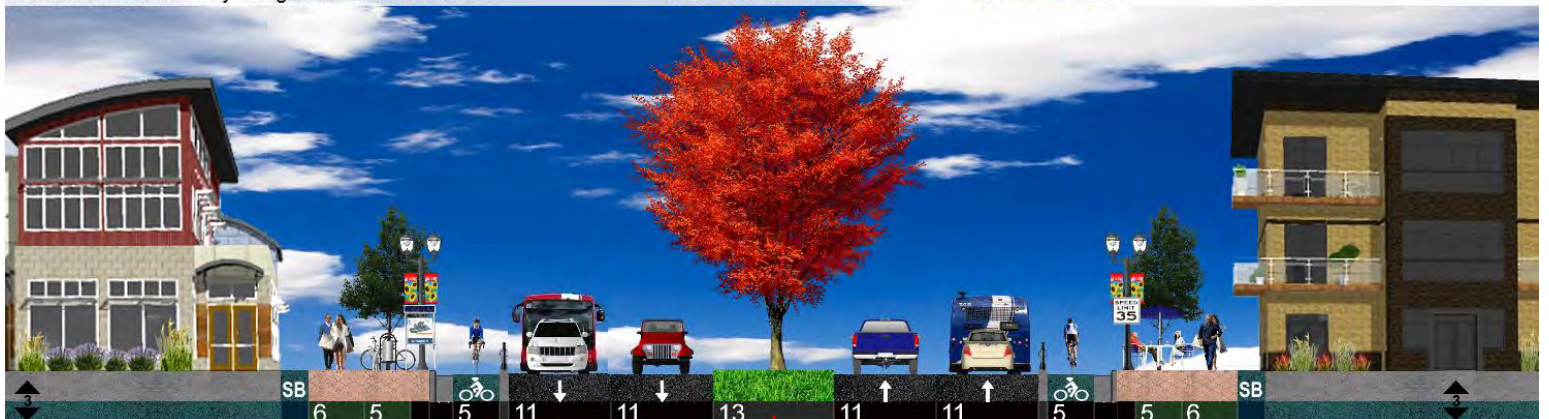
Curb to Curb: 78'



Center median roadway design with new mixed-uses

Current Width: 100' (100' ROW)

Curb to Curb: 74'



Multi-Way Boulevard within activity centers (nodes)

Current Width: 136' (136' ROW)

Curb to Curb: 61'



Boulevards can often be designed without additional right of way. Speed limits at nodes would be slower, but travel time will often be faster due to less congestion. Sometimes land uses will redevelop, but often they will stay the same – especially near established single-family neighborhoods. Where practical and desirable, right-of-way could expand to include on-street parking and better protection of bikes and pedestrians from traffic. Shoulders can often be used by buses at peak hours.

*Roadway typical sections have not been approved by UDOT. Lighting, landscaping, and utility improvements are typically funded and maintained by the local communities.

Attachment 3

Preliminary Level 1 Screening Results for SSA (December 2014)

Preliminary Level 1 Screening Results for the Shared Solution Alternative (12/12/14)
West Davis Corridor EIS

Description	Daily Total Delay (Hr)	North-South Road Lane-Miles with PM Period V/C >= 0.9	East-West Road Lane-Miles with PM Period V/C >= 0.9	Vehicle Miles Traveled (VMT) with PM Period V/C >= 0.9	Vehicle Hours Traveled (VHT) with PM Period V/C >= 0.9
NO ACTION	10,760	43.5	26.9	245,500	9,490
MEAN	8,950	31.4	23.2	177,700	7,160
TOP QUARTILE	8,060	17.9	20.2	97,400	5,340

Alt.	Facility Type	Description					
SS	Shared Solution	The Shared Solution Alternative*	8,750	18.4	10.5	68,800	3,760

*The Shared Solution Alternative includes the following assumptions that still need to be verified:

- Land use changes that require city approval.
- Transit projects and incentives that require UTA approval.
- Increased bicycle mode share
- Increased capacity at innovative intersections.
- Benefits of ramp metering.

Traffic modeling used for Level 1 Screening will need to be updated based on any changes to the items above.

Attachment 4

SSA Land Use Modeling Assumptions and Methodology Memo

Shared Solution Alternative

Land Use Modeling Assumptions and Methodology

January 14, 2015



This is a summary of the assumptions and methodology used in developing the land use data inputs to the WFRC travel model for analyzing the Shared Solution Alternative. These have been collaboratively developed through multiple meetings with the Shared Solution Coalition and the WDC study team. It is important to realize that the resulting data is simply an estimate of what land use might look like if the mixed use principles espoused by the Shared Solution Alternative are implemented by local governments. The details of which parcels will redevelop and the density to which they will redevelop are all best guesses. Reality will obviously vary.

1. Modeling Constraints

- a. Residential and commercial categories will remain consistent with county-wide control totals (i.e. land use growth can be moved throughout the county, but not added or subtracted from the total)
- b. The resulting study area trip generation in the WFRC travel model will be approximately equal to that of the other West Davis Corridor alternatives

2. Redevelopment Parcel Identification

- a. Based on mixed use developments in other areas, it was assumed that:
 - i. boulevards and Main Street communities would have a total width of 500 feet (250 feet on either side of the roadway centerline)
 - ii. town centers would comprise a square $\frac{1}{4}$ mile in length on each side (centered on the key intersection)
 - iii. redevelopment would occur within a 750 foot radius of key transit stops in Layton (assumed to be town centers)
- b. Parcels were selected for potential redevelopment using ET+ data based on the following criteria:
 - i. agricultural and vacant land uses
 - ii. retail land uses with structures built prior to 2009
 - iii. office and industrial land uses with structures built prior to 1989
 - iv. single family land uses with a lot size greater than 1 acre and mobile home land uses
- c. Parcels were generally clipped at the boulevard or town center boundary; however, there were locations along SR-126 and in Layton around I-15 where the entire parcel was selected
- d. Approximately $\frac{1}{2}$ of the parcels within the buffer areas (1,780 acres out of 3,653 acres) were selected as candidates for redevelopment

3. Redevelopment Mixed Use and Density Estimation

- a. Boulevard and town center locations and intensities were based on city inputs from the Shared Solution land use workshop
- b. The range of floor area ratios (FAR) and residential densities from the Wasatch Choices for 2040 was used as a starting point
- c. The boulevard and town center development types were further subdivided such that development intensity generally increased from west to east (i.e. the closer to I-15 the higher the density)
- d. To improve the jobs / housing balance in the study area approximately 11,000 additional jobs were moved into the study area and about 1,500 houses were moved out

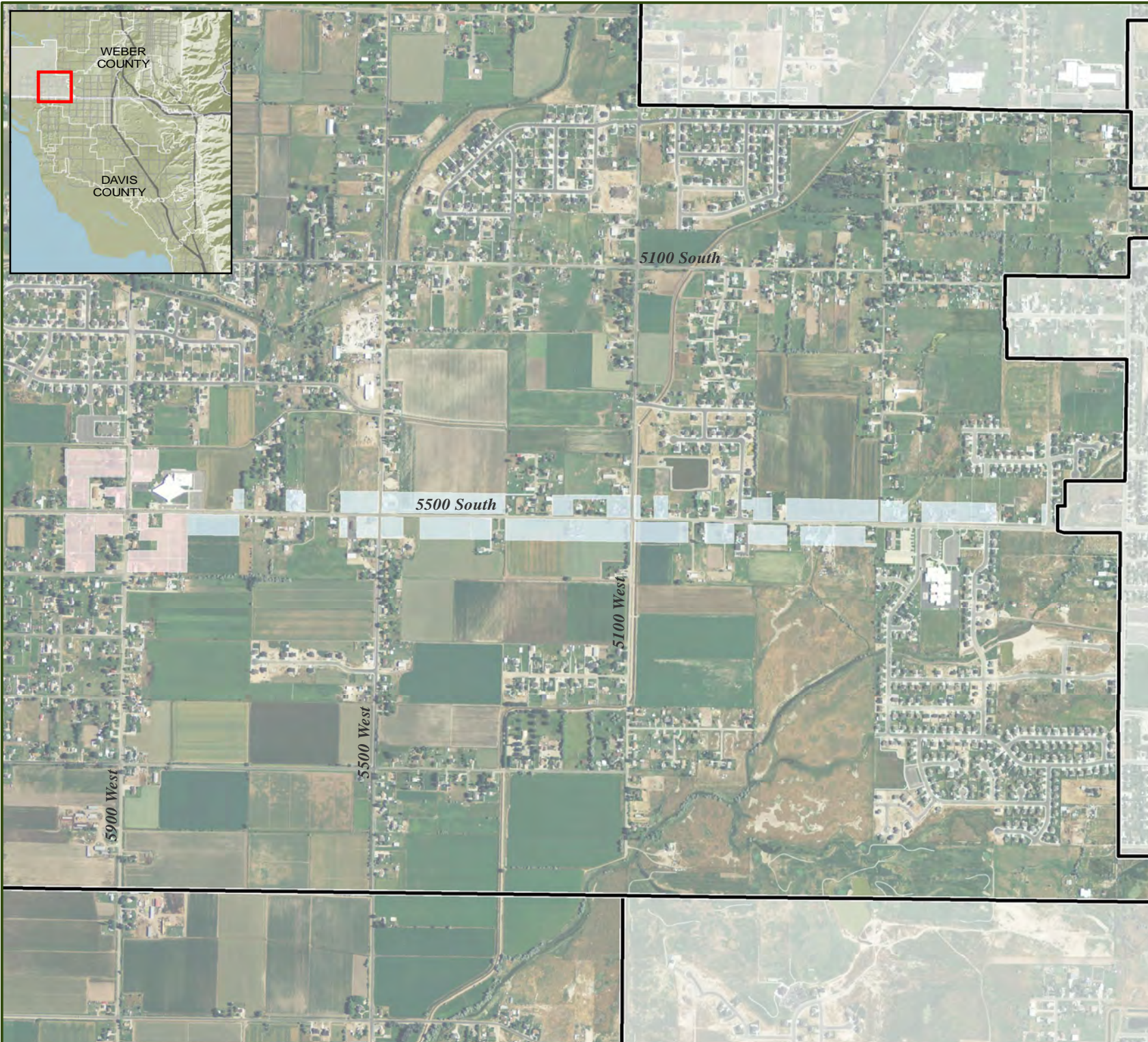
- e. It was assumed that 1/3 of the household growth and 80% of the employment growth in the study area would take place within the mixed use development / redevelopment areas
- f. Household and employment growth were distributed among the various boulevards, town centers, etc. based on the target FAR for each development type (average household size and household income were also estimated for each development type, which, on average, were each assumed to be less than the original overall study area average)
- g. Travel model TAZs were split to match the mixed use development / redevelopment areas and the household and employment growth were distributed among the TAZs based on the proportion of each development type within each TAZ (adjustments were made to account for existing land uses that would be redeveloped)

4. Adjustments to Non-Redevelopment Areas

- a. Growth outside of the mixed use development / redevelopment zones, but inside the study area was distributed through those zones based on the original 2009 to 2040 growth assumptions and an adjustment factor that placed more growth on the east side of the study area than on the west side
- b. Outside of the study area, land use adjustments were made to account for households that were moved out of the study area and jobs that were moved into the study area
 - i. new households were assumed to be added to Ogden and south Davis County so as to be closer to employment centers
 - ii. employment growth was taken most heavily from the fringes of Weber and Davis Counties and less heavily from the more urbanized areas

Attachment 5

Map of Proposed Shared Solution Redevelopment Areas in Hooper (Figure 1)



WEST DAVIS CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

Legend

— FrontRunner

Station Communities*

- SC-1B | 14 Units
- SC-2C | 29 Units
- SC-3B | 35 Units

Town Centers*

- TC-1A | 8 Units
- TC-1B | 11 Units
- TC-1C | 14 Units
- TC-2A | 16 Units
- TC-2B | 18 Units
- TC-2C | 21 Units
- TC-3B | 26 Units
- TC-3C | 28 Units

Boulevard Communities*

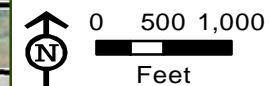
- BC-1A | 6 Units
- BC-1B | 8 Units
- BC-1C | 9 Units
- BC-2B | 12 Units
- BC-2C | 14 Units
- BC-3B | 15 Units

Main Street*

- MS-1A | 8 Units

City Boundary

* Units are households per acre of residential land use.

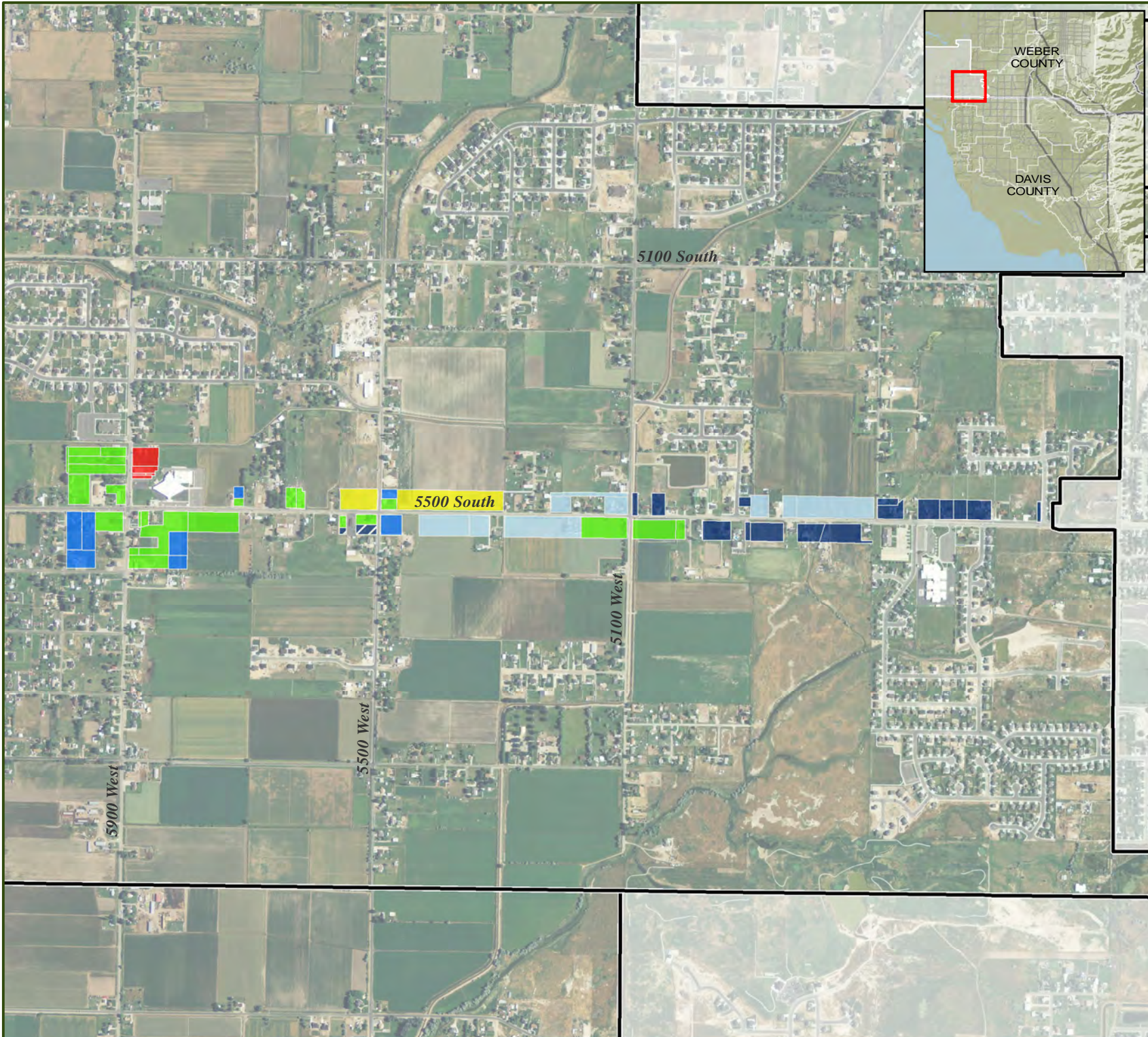


**Proposed Shared
Solution Redevelopment
Areas – Hooper**

Figure 1

Attachment 6

Map of Hooper Planned Land Uses for Proposed Redevelopment Areas (Figure 2)

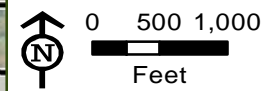


WEST DAVIS CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

Legend

- FrontRunner
- City Planned Land Use**
 - Churches, Schools, and Public Buildings
 - Commercial
 - Industrial
 - Residential – Low Density
 - Residential – Medium Density
 - Residential – High Density
 - Residential – High Density (Patio)
 - City Boundary



**Planned Land Use
Hooper**

Figure 2

Attachment 7

Comparison Table for Proposed Shared Solution Land Use and Hooper Planned Land Use



Hooper

		Residential Data							Commercial Data					
Shared Solution Alternative Proposed Land Use	Hooper Future Land Use	Acres		Residential Percentage	Residential Acreage	Households per Acre of Residential Land Use	Shared Solution Proposed Households		Commercial Percentage	Commercial Acreage	Shared Solution Proposed Retail Employment	Shared Solution Proposed Office Employment	Floor Area Ratio (FAR)	Number of Floors
BC-1A	Commercial	16.0		71%	11.4	6	68		29%	4.7	43	53	0.23	1
	High Density Residential	13.9		71%	9.9	6	59		29%	4.0	38	46	0.23	1
	High Density Residential (Patio)	1.3		71%	0.9	6	5		29%	0.4	3	4	0.23	1
	Industrial	8.0		71%	5.7	6	34		29%	2.3	22	26	0.23	1
	Low Density Residential	20.4		71%	14.5	6	87		29%	5.9	55	67	0.23	1
	Medium Density Residential	2.1		71%	1.5	6	9		29%	0.6	6	7	0.23	1
Total		61.8			43.9		263			17.9	167	204		
TC-1A	Churches, Schools, Public Buildings	2.1		55%	1.2	8	9		45%	0.9	9	19	0.31	1.7
	Commercial	15.4		55%	8.5	8	68		45%	6.9	69	138	0.31	1.7
	Medium Density Residential	10.7		55%	5.9	8	47		45%	4.8	48	96	0.31	1.7
Total		28.2			15.5		124			12.7	127	254		
Total for all categories		89.9		66%	59.4	7	387		34%	30.6	294	457		

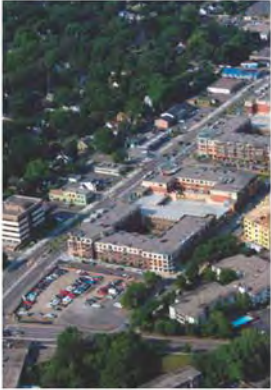



Attachment 8

Shared Solution Land Use Designations Reference Tables

Land Use Designations

Code	Zoning Designation	Floor Area Ratio (average)	Households per Acre of Residential Land Use	Average Number of Building Floors
TC	Town Center 	<i>Town centers provide localized services of tens of thousands of people within a two to three mile radius. One- to three- story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well served by transit.</i>		
		0.31	8 units/acre	1.7
		0.40	11 units/acre	1.7
		0.36	14 units/acre	2.0
		0.59	16 units/acre	2.3
		0.67	18 units/acre	2.6
		0.76	21 units/acre	2.9
		0.95	26 units/acre	3.4
		1.04	28 units/acre	3.7
SC	Station Community 	<i>Station Communities are geographically small, high-intensity centers surrounding high capacity transit stations, Each helps pedestrians and bicyclists access transit without a car. Station Communities vary in their land use: some feature employment, others focus on housing, and may include a variety of shops and services.</i>		
		0.50	14 units/acre	2.0
		1.05	29 units/acre	3.3
		1.30	35 units/acre	4.5

Land Use Designations

Code	Zoning Designation	Floor Area Ratio (min/max)	Households per Acre of Residential Land Use	Average Number of Building Floors
BC	Boulevard Community  	<i>A Boulevard Community is a linear center couple with a transit route. Unlike a Main Street, a Boulevard Community may not necessary have a commercial identity, but may vary between housing, employment, and retail along any given stretch. Boulevard Communities create positive sense of place for adjacent neighborhoods by ensuring that walking and bicycling are safe and comfortable even as traffic flows are maintained.</i>		
BC-1A	Low Density	0.23	6 units/acre	1.0
BC-1B		0.30	8 units/acre	1.2
BC-1C		0.36	9 units/acre	1.4
BC-2B	Medium Density	0.45	12 units/acre	1.8
BC-2C		0.53	14 units/acre	1.9
BC-3B	High Density	0.54	15 units/acre	2.0
MS	Main Street Community  	<i>Main Streets are a linear town center. Each has a traditional commercial identity but are on a community scale with a strong sense of the immediate neighborhood. Main streets prioritize pedestrian-friendly features, but also benefit from good auto-access and often transit.</i>		
MS-1A	Low Density	0.32	8 units/acre	1.2

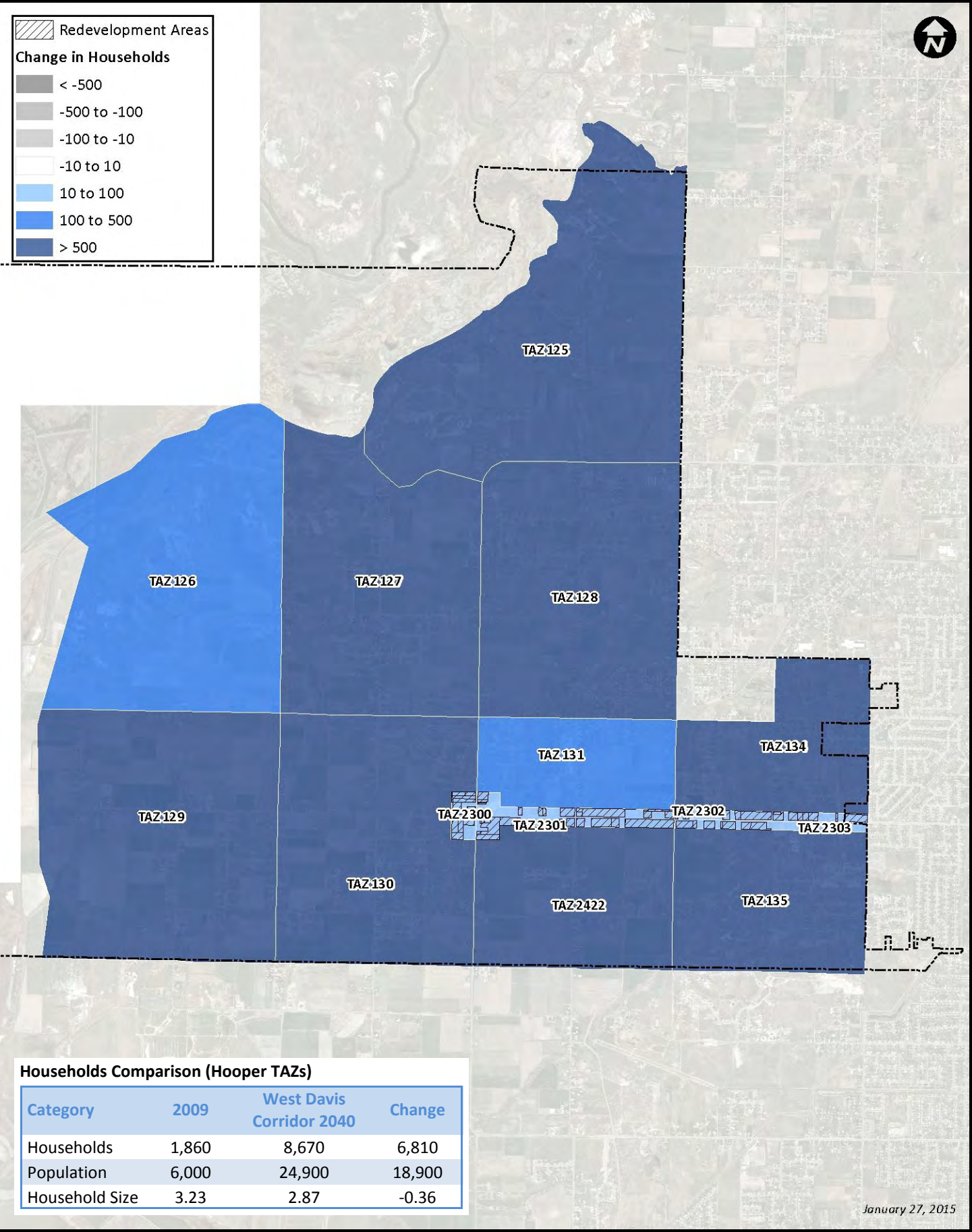
Reference Table for Shared Solution Alternative Land Use Designations

Development Type Name	Floor Area Ratios	Average Number of Floors	Residential vs. Commercial Ratio		Retail vs. Office Ratio		Households per Acre of Residential Land Use	Households & Employment per Gross Acre		
			Residential	Commercial	Retail	Office	Household	Household	Retail Employment	Office Employment
BC-1a	0.23	1.0	71%	29%	60%	40%	6	4.2	2.7	3.3
BC-1b	0.30	1.2	69%	31%	58%	42%	8	5.3	3.6	4.9
BC-1c	0.36	1.4	66%	34%	56%	44%	9	6.1	4.6	6.7
BC-2b	0.45	1.8	64%	36%	56%	44%	12	7.8	6.1	8.9
BC-2c	0.53	1.9	61%	39%	54%	46%	14	8.8	7.5	11.8
BC-3b	0.54	2.0	59%	41%	53%	47%	15	8.7	7.9	13.0
TC-1a	0.31	1.7	55%	45%	48%	52%	8	4.4	4.5	9.0
TC-1b	0.40	1.7	53%	47%	45%	55%	11	5.8	5.7	12.9
TC-1c	0.50	2.0	51%	49%	41%	59%	14	6.9	6.7	18.0
TC-2a	0.59	2.3	51%	49%	44%	56%	16	8.2	8.5	20.1
TC-2b	0.67	2.6	49%	51%	40%	60%	18	8.9	9.2	25.5
TC-2c	0.76	2.9	48%	52%	38%	62%	21	9.9	10.1	30.5
TC-3b	0.95	3.4	47%	53%	44%	56%	26	12.2	14.8	35.1
TC-3c	1.04	3.7	46%	54%	75%	25%	28	13.0	28.2	17.5
SC-1b	0.50	2.0	62%	38%	33%	67%	14	8.4	4.2	15.8
SC-2c	1.05	3.3	58%	42%	28%	72%	29	16.6	8.3	39.5
SC-3b	1.30	4.5	57%	43%	26%	74%	35	20.2	9.7	51.5
MS-1a	0.32	1.2	50%	50%	48%	52%	8	3.9	5.1	10.4

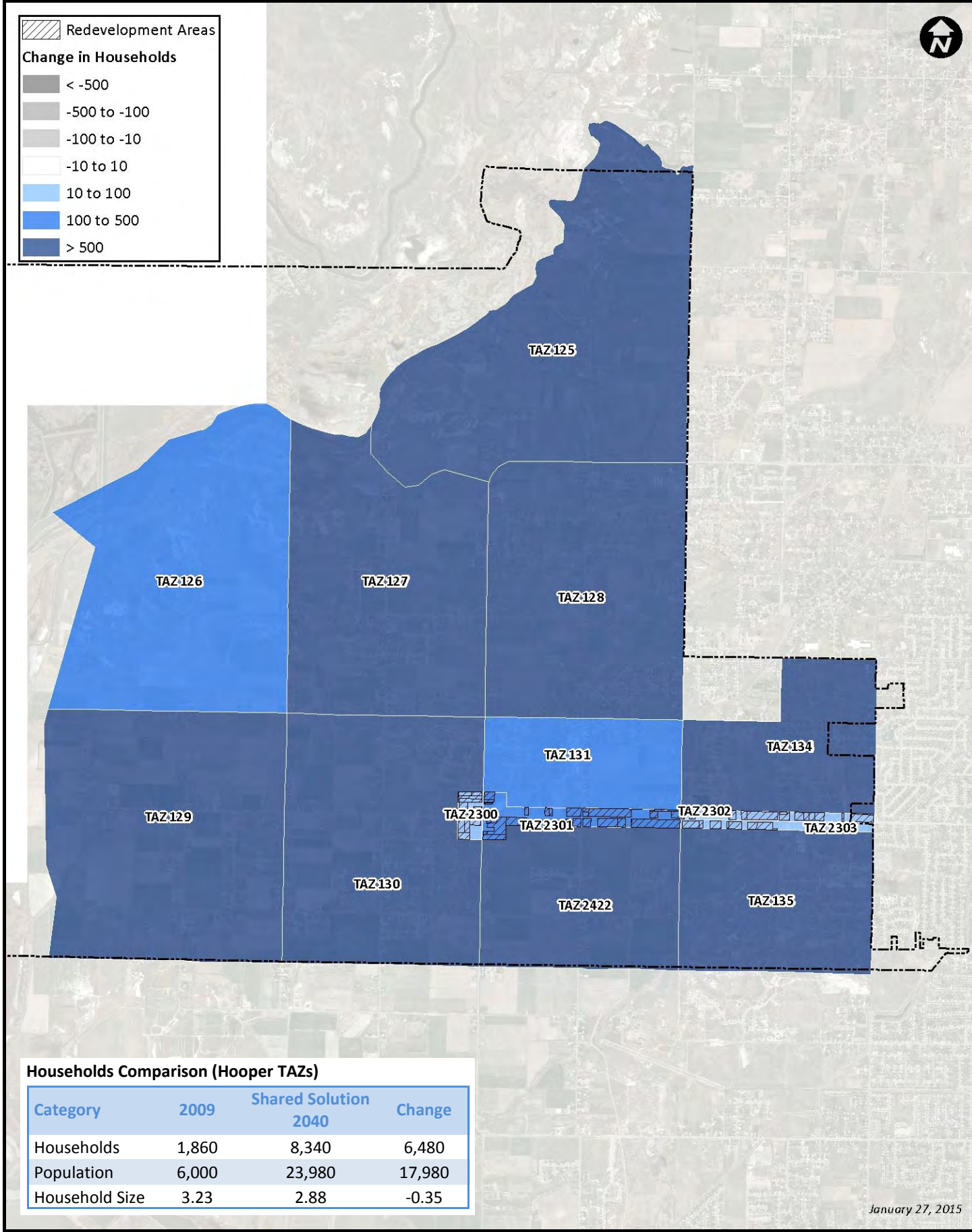
Attachment 9

Comparison Maps for Households in 2009 with 2040 WDC and 2009 with 2040 SSA in Hooper

Hooper Change in Households
(2009 to West Davis Corridor 2040)



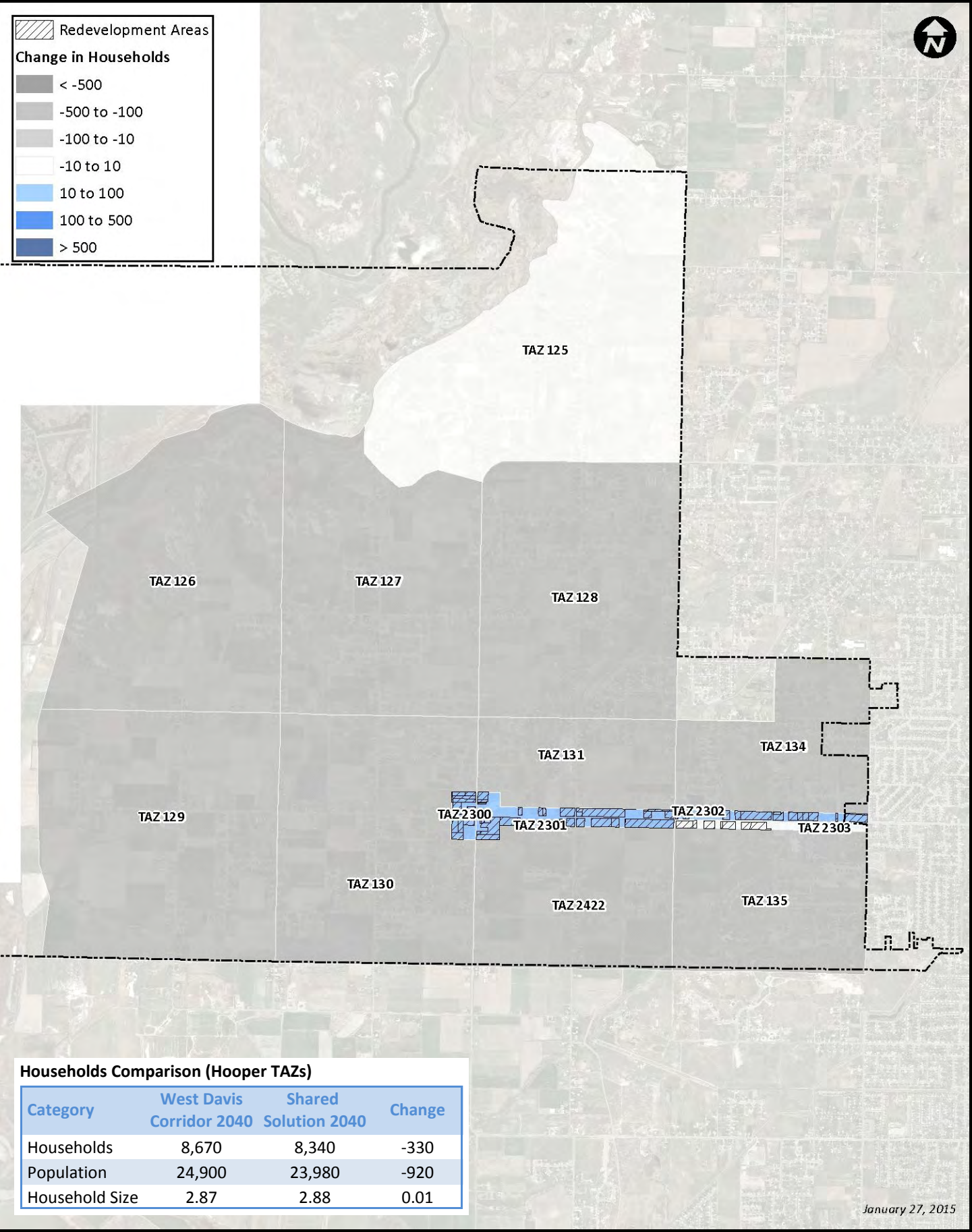
Hooper Change in Households
(2009 to Shared Solution 2040)



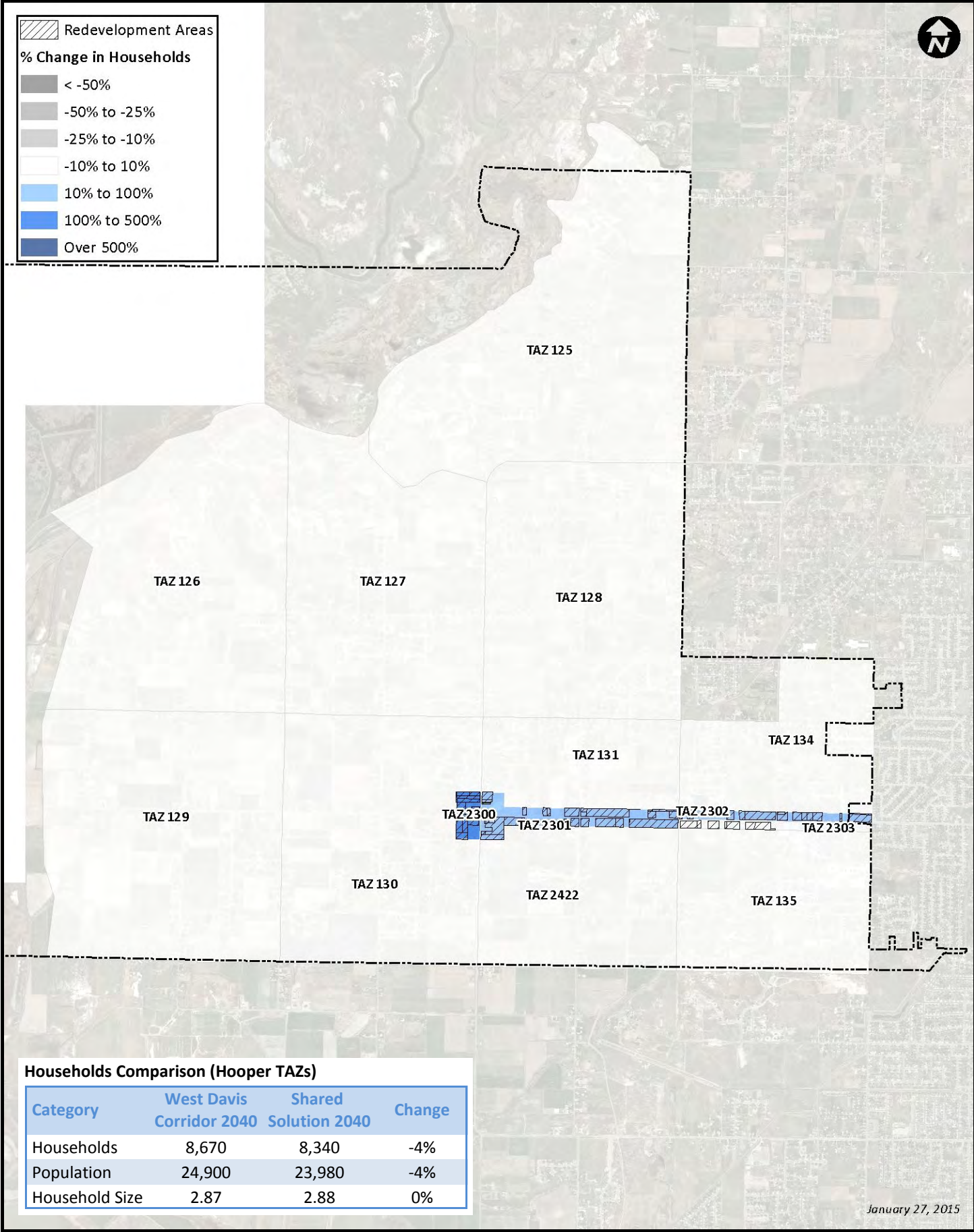
Attachment 10

Comparison Maps for Households in 2040 WDC and 2040 SSA (total change and %) in Hooper

Hooper Change in Households
(West Davis Corridor 2040 to Shared Solution 2040)



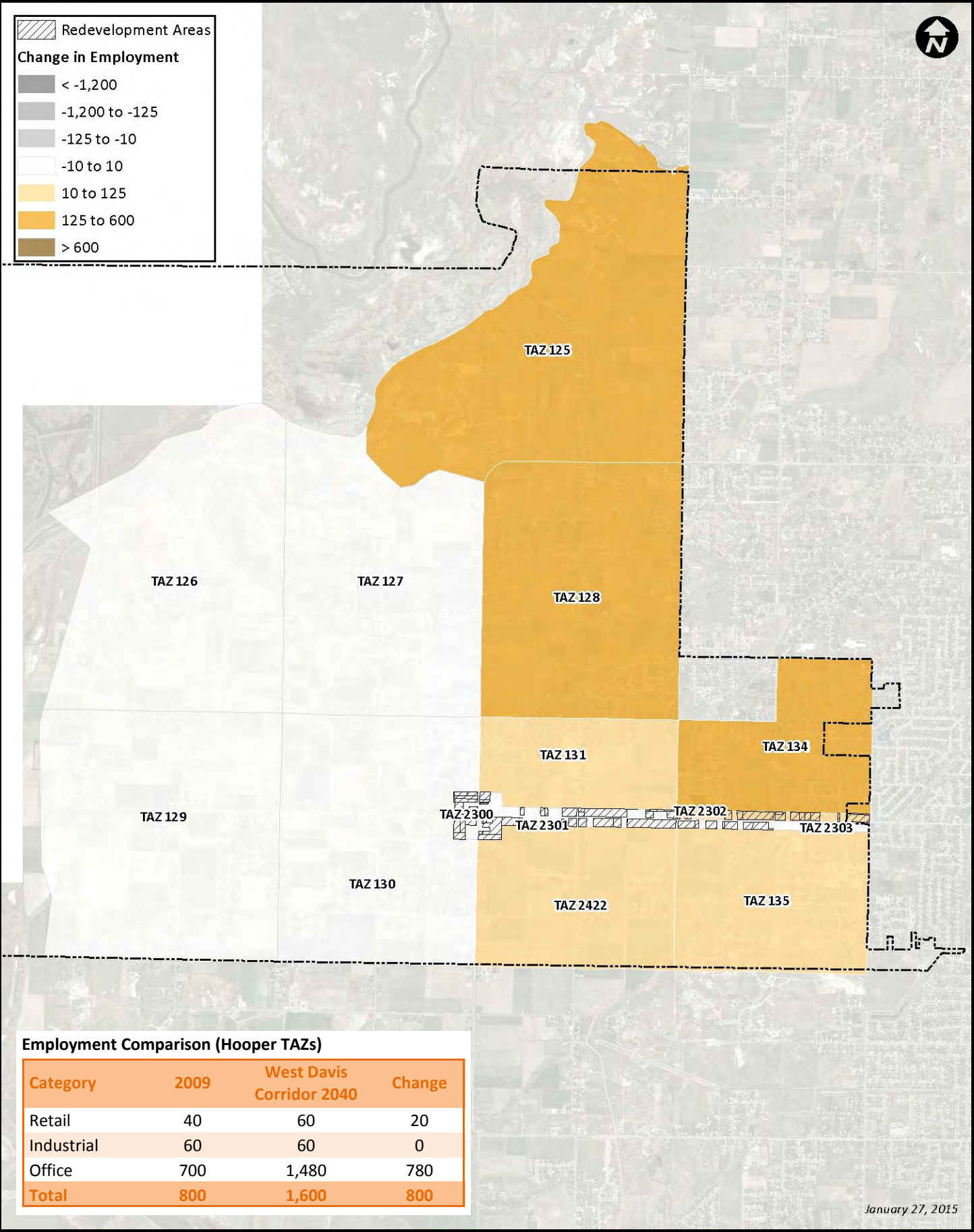
Hooper % Change in Households
(West Davis Corridor 2040 to Shared Solution 2040)



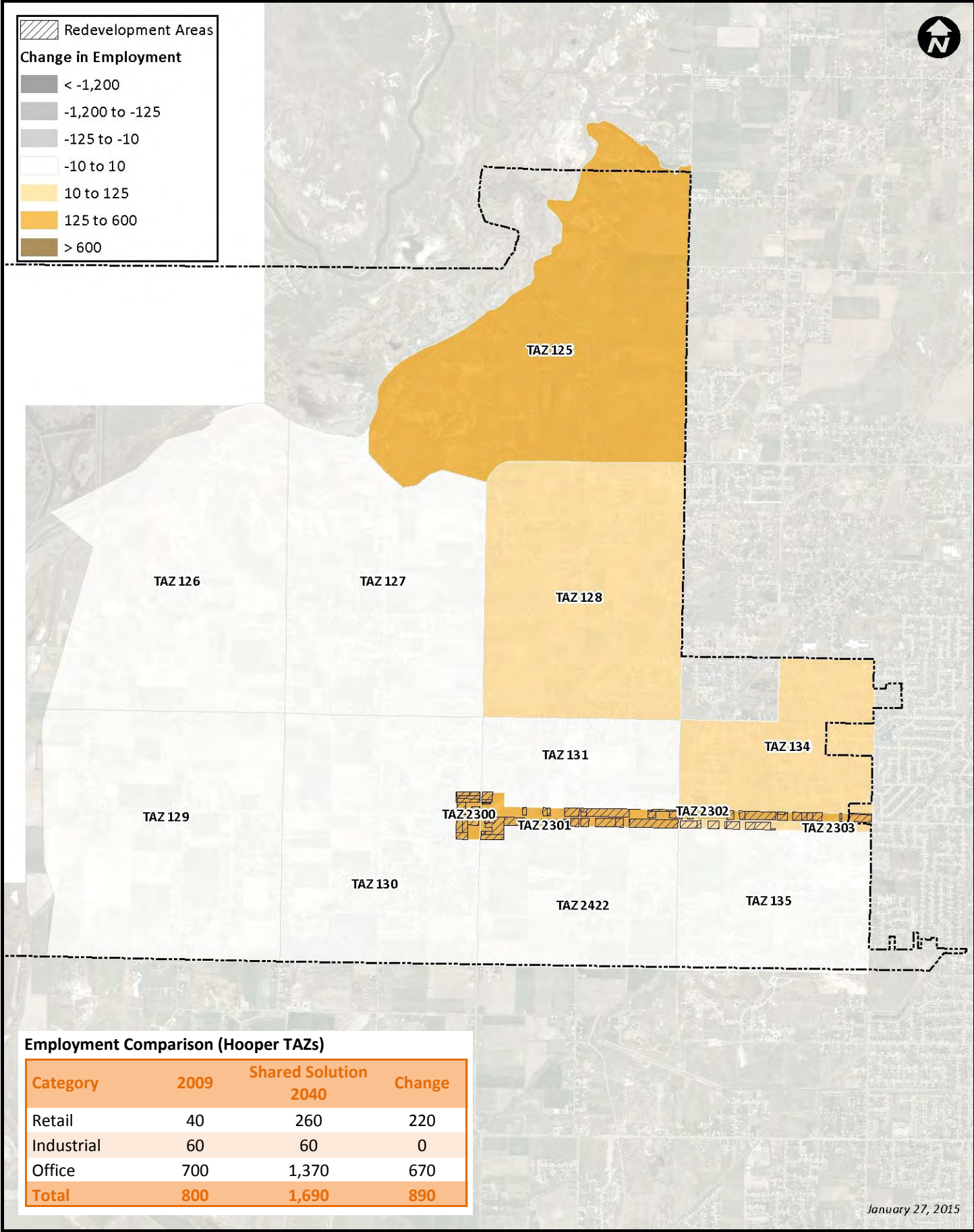
Attachment 11

Comparison Maps for Employment in 2009 with 2040 WDC and 2009 with 2040 SSA in Hooper

Hooper Change in Employment
(2009 to West Davis Corridor 2040)



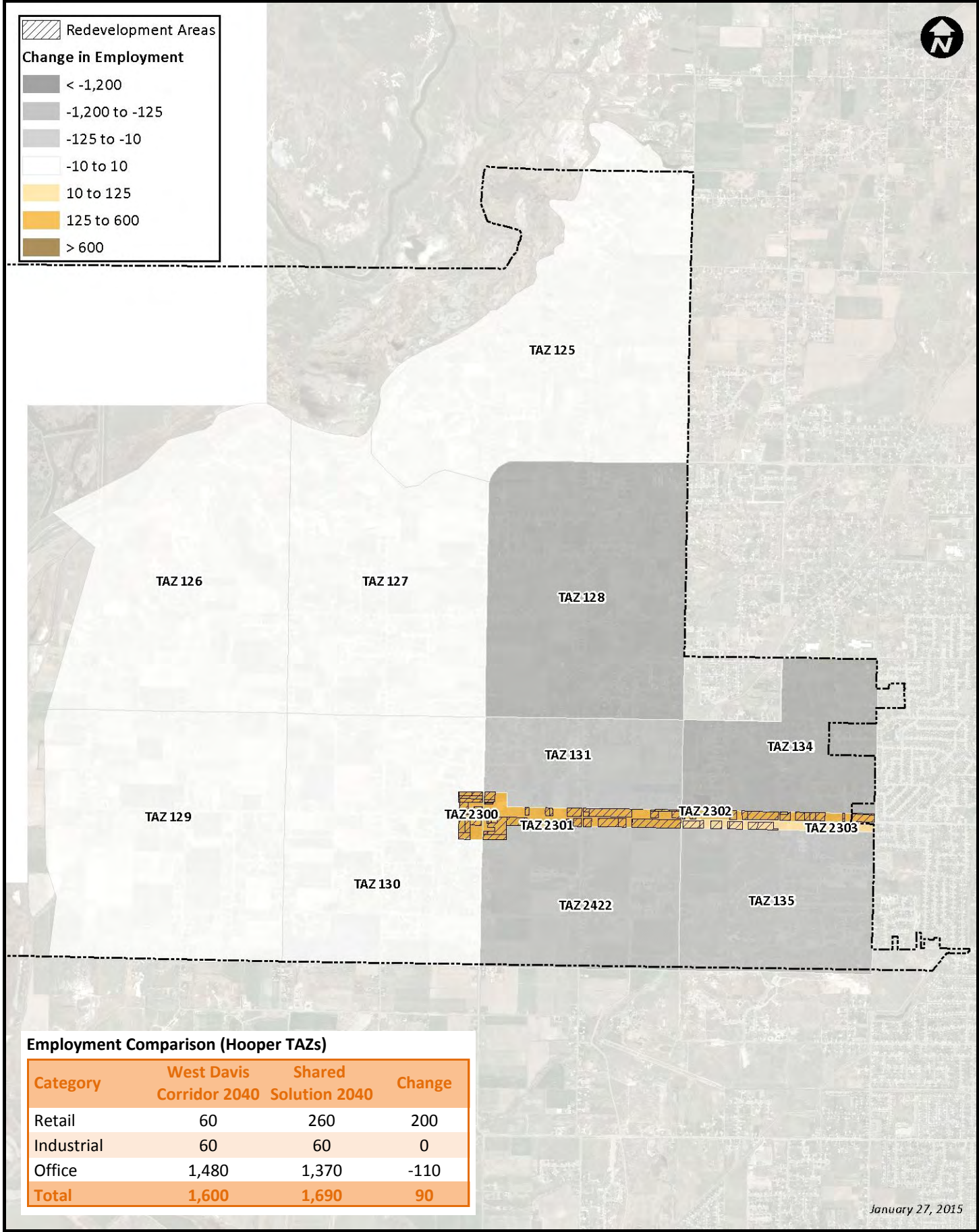
Hooper Change in Employment
(2009 to Shared Solution 2040)



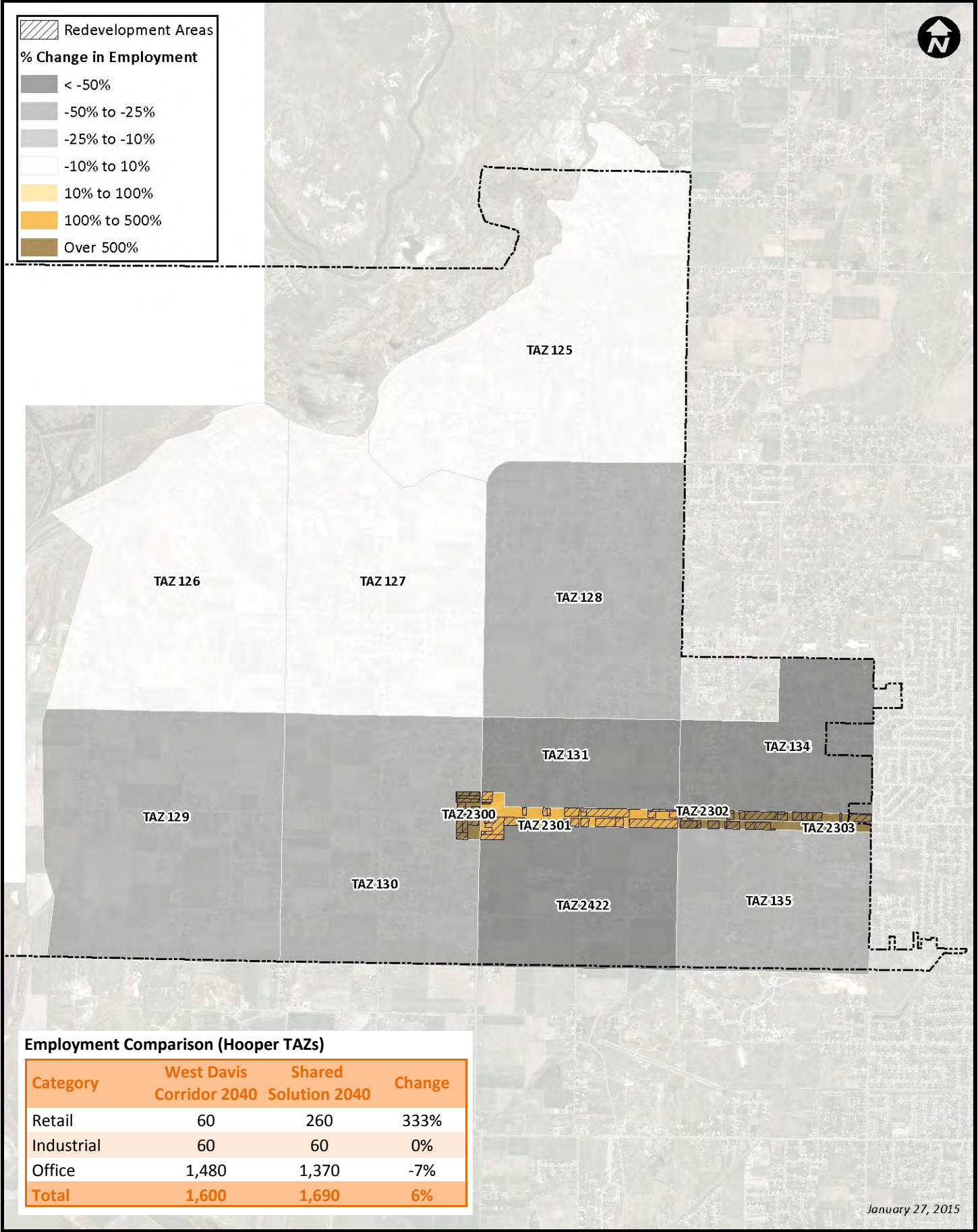
Attachment 12

Comparison Maps for Employment in 2040 WDC and 2040 SSA (total change and %) in Hooper

Hooper Change in Employment
(West Davis Corridor 2040 to Shared Solution 2040)



Hooper % Change in Employment
(West Davis Corridor 2040 to Shared Solution 2040)



Attachment 13

Comparison Tables for Households and Employment for 2009, 2040 WDC, and 2040 SSA

Hooper TAZ Household and Population Data

TAZ	Acres	Households					Population					Household Size					Households per Acre		
		2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040
125	1,074	332	1,048	1,048	-	-	1,111	3,076	3,076	-	-	3.35	2.93	2.94	0.01	-	0.3	1.0	1.0
126	955	57	479	445	-34	-7%	165	1,286	1,227	-59	-5%	2.89	2.68	2.76	0.08	3%	0.1	0.5	0.5
127	857	148	976	909	-67	-7%	504	2,995	2,808	-187	-6%	3.41	3.07	3.09	0.02	1%	0.2	1.1	1.1
128	862	297	1,297	1,216	-81	-6%	1,009	3,905	3,647	-258	-7%	3.40	3.01	3.00	-0.01	-	0.3	1.5	1.4
129	1,001	177	1,073	1,000	-73	-7%	584	3,191	2,995	-196	-6%	3.30	2.97	2.99	0.02	1%	0.2	1.1	1.0
130	697	229	977	916	-61	-6%	728	2,758	2,580	-178	-6%	3.18	2.82	2.82	-	-	0.3	1.4	1.3
131	269	71	421	393	-28	-7%	218	1,155	1,078	-77	-7%	3.07	2.74	2.75	0.01	-	0.3	1.6	1.5
134	405	200	766	720	-46	-6%	641	2,161	2,015	-146	-7%	3.21	2.82	2.80	-0.02	-1%	0.5	1.9	1.8
135	469	156	728	681	-47	-6%	458	1,896	1,767	-129	-7%	2.94	2.60	2.59	-0.01	-	0.3	1.6	1.5
2300	17	12	24	60	36	151%	38	68	153	85	125%	3.17	2.83	2.55	-0.28	-10%	0.7	1.4	3.5
2301	66	30	104	187	83	79%	92	286	513	227	79%	3.07	2.75	2.75	-	-	0.5	1.6	2.8
2302	30	24	58	90	32	55%	77	164	256	92	56%	3.21	2.83	2.85	0.02	1%	0.8	1.9	2.9
2303	30	9	46	49	3	6%	26	120	135	15	13%	2.89	2.61	2.79	0.18	7%	0.3	1.5	1.6
2422	430	114	672	627	-45	-7%	349	1,844	1,726	-118	-6%	3.06	2.74	2.75	0.01	1%	0.3	1.6	1.5
Total	7,161	1,856	8,669	8,339	-330	-4%	6,000	24,905	23,977	-928	-4%	3.23	2.87	2.88	0.00	0%	0.3	1.2	1.2

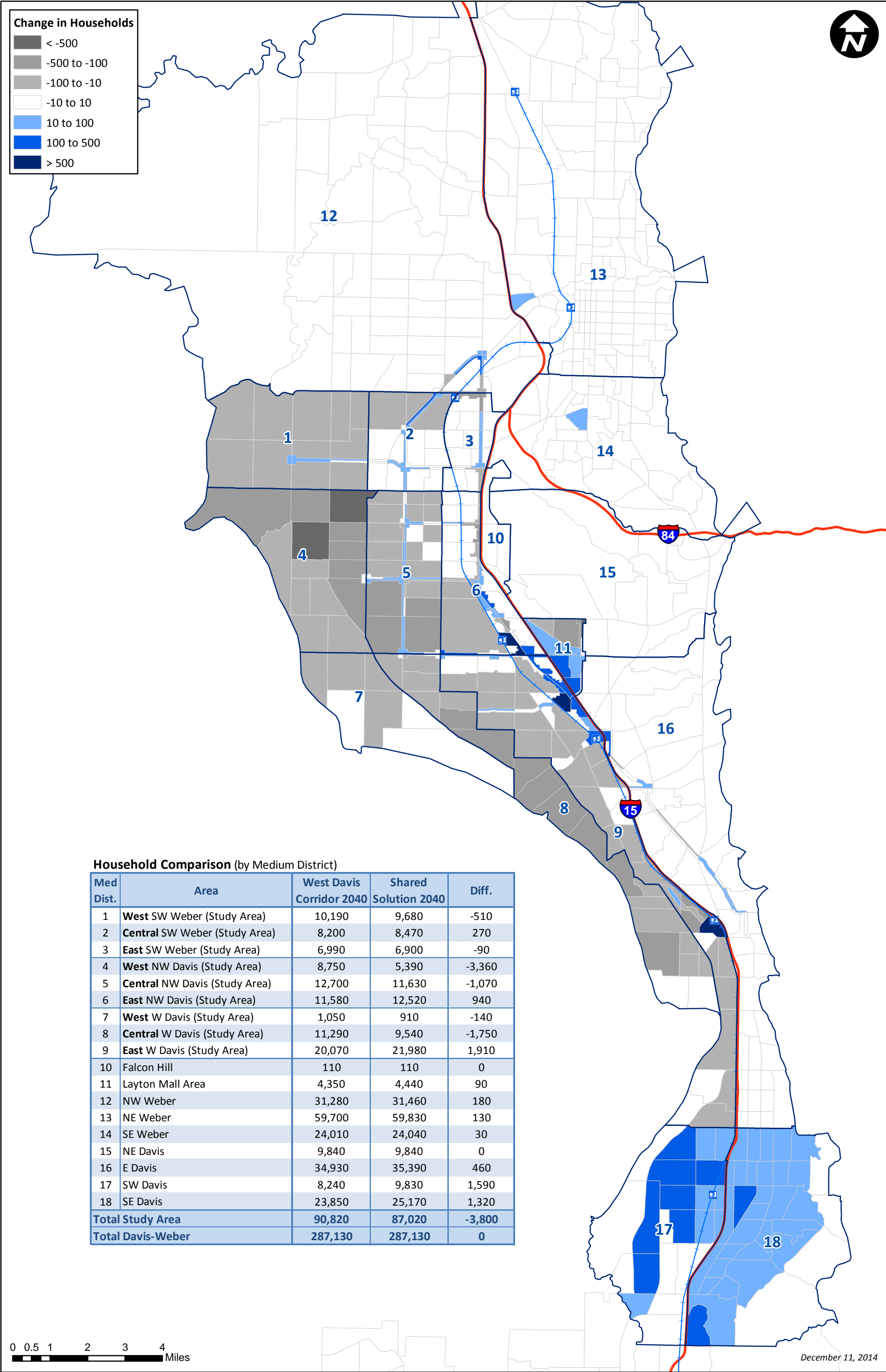
Hooper TAZ Employment Data

TAZ	Acres	Total Employment					Retail Employment					Industrial Employment					Office Employment					Total Employees per Acre		
		2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040
125	1074	9	170	170	-	-	-	-	-	-	-	-	-	-	-	9	170	170	-	-	-	0.2	0.2	
126	955	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
127	857	165	166	165	-1	-1%	-	-	-	-	-	-	-	-	-	165	166	165	-1	-1%	0.2	0.2	0.2	
128	862	245	458	258	-200	-44%	2	4	4	-	9%	3	3	3	-	-	240	451	251	-200	-44%	0.3	0.5	0.3
129	1001	6	6	4	-2	-32%	-	-	-	-	-	5	3	3	-	-	1	3	1	-2	-63%	-	-	-
130	697	1	2	1	-1	-47%	-	-	-	-	-	-	-	-	-	1	2	1	-1	-47%	-	-	-	
131	269	15	62	19	-43	-70%	-	-	-	-	-	1	2	2	-	7%	14	60	16	-44	-73%	0.1	0.2	0.1
134	405	106	324	124	-200	-62%	2	6	7	1	12%	3	5	5	-	5%	101	313	112	-201	-64%	0.3	0.8	0.3
135	469	84	135	87	-48	-36%	-	-	-	-	-	-	-	-	-	-	84	135	87	-48	-36%	0.2	0.3	0.2
2300	17	7	15	179	164	1090%	-	-	57	57	-	-	-	-	-	-	7	15	122	107	710%	0.4	0.9	10.5
2301	66	129	129	398	269	208%	32	52	120	68	132%	42	42	42	-	-	55	35	235	200	572%	1.9	1.9	6.0
2302	30	-	24	151	127	527%	-	-	45	45	-	-	-	-	-	-	-	24	106	82	340%	-	0.8	4.9
2303	30	-	9	107	98	1086%	-	-	25	25	-	-	-	-	-	-	-	9	81	72	804%	-	0.3	3.6
2422	430	24	100	30	-70	-70%	-	-	-	-	-	1	3	3	-	9%	23	97	27	-70	-72%	0.1	0.2	0.1
Total	7161	791	1,600	1,692	92	6%	36	62	259	197	317%	55	58	59	1	1%	700	1,480	1,375	-105	-7%	0.1	0.2	0.2

Attachment 14

Comparison Map for Households in 2040 WDC and 2040 SSA (total change) in Davis and Weber Counties

Change in 2040 Households (West Davis Corridor vs. Shared Solution)



Attachment 15

Comparison Map for Employment in 2040 WDC and 2040 SSA (total change) in Davis and Weber Counties

Change in 2040 Employment (West Davis Corridor vs. Shared Solution)

